

COUNTRY Germany (Soviet Zone)

REPORT NO

TOPIC Altenburg Airfield

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EVALUATION F-3 PLACE OBTAINED

DATE OF CONTENT 16 June to 6 July 1951

DATE OBTAINED DATE PREPARED 6 August 1951

REFERENCES 25X1A

PAGES 4 ENCLOSURES (NO. & TYPE)

REMARKS

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SOURCE

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1. Altenburg airfield was observed between 16 June and 6 July 1951. There was no flying on 16, 17, 24, or 30 June. Flying on other days was as follows:

<u>Date</u>	<u>Activity</u>
18 June, from 8 a.m. to 1 p.m.	Take-off and landing practice by 3 Li-2s
3 p.m.	Take-off by a PO-2
19 June, 9 a.m.	Take-off by 2 Li-2s. Local flying by Li-2s and jet fighters
10 p.m.	Take-off and landing practice by Li-2s, while the landing strip was lighted by a searchlight mounted on a truck
20 June, 9:30 a.m.	Take-off by 4 Li-2s
11 a.m.	Take-off by a PO-2
noon	Landing by an Li-2
6 p.m.	Take-off by a PO-2
9:30 p.m.	Take-off and landing practice by Li-2s while the landing strip was lighted by a searchlight
21 June, 8 a.m.	Take-off and landing practice by Li-2s
10 a.m.	6 jet fighters flew over the field at a high altitude and landing by a twin-engine silver plane with no number
3 p.m.	Take-off by a PO-2
5 p.m.	Take-off of a biplane from which a man with a parachute jumped
9:30 p.m.	Take-off and landing practice by Li-2s while the landing strip was lighted by a searchlight

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By: 013

22 June,	5 a.m.	Take-off by several Li-2s
	7 a.m.	Formation flying by 7 Li-2s; one parachutist jumped from each plane
	4 p.m.	Take-off by a Po-2 towing a single-seater glider
23 June	8 a.m.	Take-off by 6 Li-2s in formation
	8:30 a.m.	Take-off by 3 Li-2s
25 June,	5 a.m.	Take-off by 2 Li-2s
	8:30 a.m.	Take-off by 2 Li-2s
	10:15 a.m.	Local flying by 3 Li-2s
	3 p.m.	Take-off by 2 Li-2s
	6:30 p.m.	Take-off by an Li-2
	7 p.m.	Take-off and landing practice by 4 Li-2s
	7:15 p.m.	Landing by 29 Li-2s after some local flights
	7:40 p.m.	Landing by 6 twin-engine aircraft with double rudder assemblies
27 June,	8 a.m.	Take-off by 18 Li-2s
28 June,	4:30 a.m.	Local flying by 3 Li-2s
	5 a.m.	Take-off by 25 Li-2s
	noon	Take-off by an Li-2
	1 p.m.	Take-off by a Po-2
	3:10 p.m.	Landing by a single-engine fighter
	4:30 p.m.	Take-off by 2 Li-2s
29 June,	between 8 a.m. and noon	Local flights by 6 Li-2s
1 July,	from 7:30 a.m. to noon	Formation flying by 6 Li-2s
	9:10 a.m.	Parachute jumps by 60 to 70 men
	11 a.m.	Take-off by a Po-2
3 July,	8 a.m.	Take-off by 3 Li-2s
	11:20 a.m.	Take-off by 2 Po-2s
	1 p.m.	Landing by 2 Po-2s
4 July	from 5 to 7:30 a.m.	Formation flying by 10 Li-2s

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12:30 p.m. Take-off by 27 Li-2s

5 p.m. Take-off by a Po-2 towing a single seater glider

5 July, from 6 a.m. to 1 p.m. Individual take-offs and departure of 25 Li-2s

2 p.m. Take-off by a Po-2

2:30 p.m. Landing by 2 modern twin-engine transports each towing a cargo glider. (1) Men equipped with light and heavy machine guns and 120-mm mortars came out of the cargo gliders and blocked the landing field. (2)

6 July, 7:40 a.m. Take-off by 4 Li-2s

9 a.m. Take-off and departure of an Li-2 towing a sleeve target

10:30 a.m. Take-off by 27 Li-2s. The planes headed west flying in formation

2:30 p.m. Take-off and landing practice by 3 twin-engine aircraft of the new type. Each plane towed a cargo glider.

4 p.m. Take-off by 1 Li-2

8:10 p.m. Take-off by 4 Li-2s. (3)

2. Employees at the field said that the three jet fighters which were parked in hangar were not used for flying but only for instruction purposes. It appeared that the jet fighters which repeatedly took off from and landed at the field were not stationed there. According to an employee, a number of Soviet soldiers with parachute equipment left the field recently by plane. Informant assumed that the troops would return to Altenburg since their baggage remained in the quarters.

3.

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Only one vertical rod was seen at the tip of each arm of the two DF towers. The arms were still in their previous position. Soviet soldier repeatedly mounted the towers and stayed for some time in the sheds on top of the towers. (5)

4. On 3 July, it was observed that 2 tanks about the size of railroad tank cars were added to the fuel dump.

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- (1) According to a sketch produced by source but not forwarded, the aircraft were IL-12s.

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- (2) Cargo gliders are reported for the first time from Altenburg airfield. Cargo gliders were also observed with the air transport regiment in Staaken. The twin-engine aircraft and cargo gliders observed in Dresden-Klotzsch are apparently connected with this observation. They are believed to be assigned to the two air transport regiments stationed in Altenburg and Staaken.
- (3) Flying observed confirms that the airfield is occupied by an air transport regiment. The regiment is equipped with about 30 to 35 Il-2s and some Po-2s. Some Il-12s for towing cargo gliders probably exist.

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(4) [REDACTED]

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- (5) A sketch of the DF towers was previously forwarded. See Annex to [REDACTED] 25X1A. The installations had been erected by the Germans. It appears that the installations are in operation.

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